

SMUGGLERS COIN MONEY

Opium Running Exceedingly Profitable and Very Hard to Stop

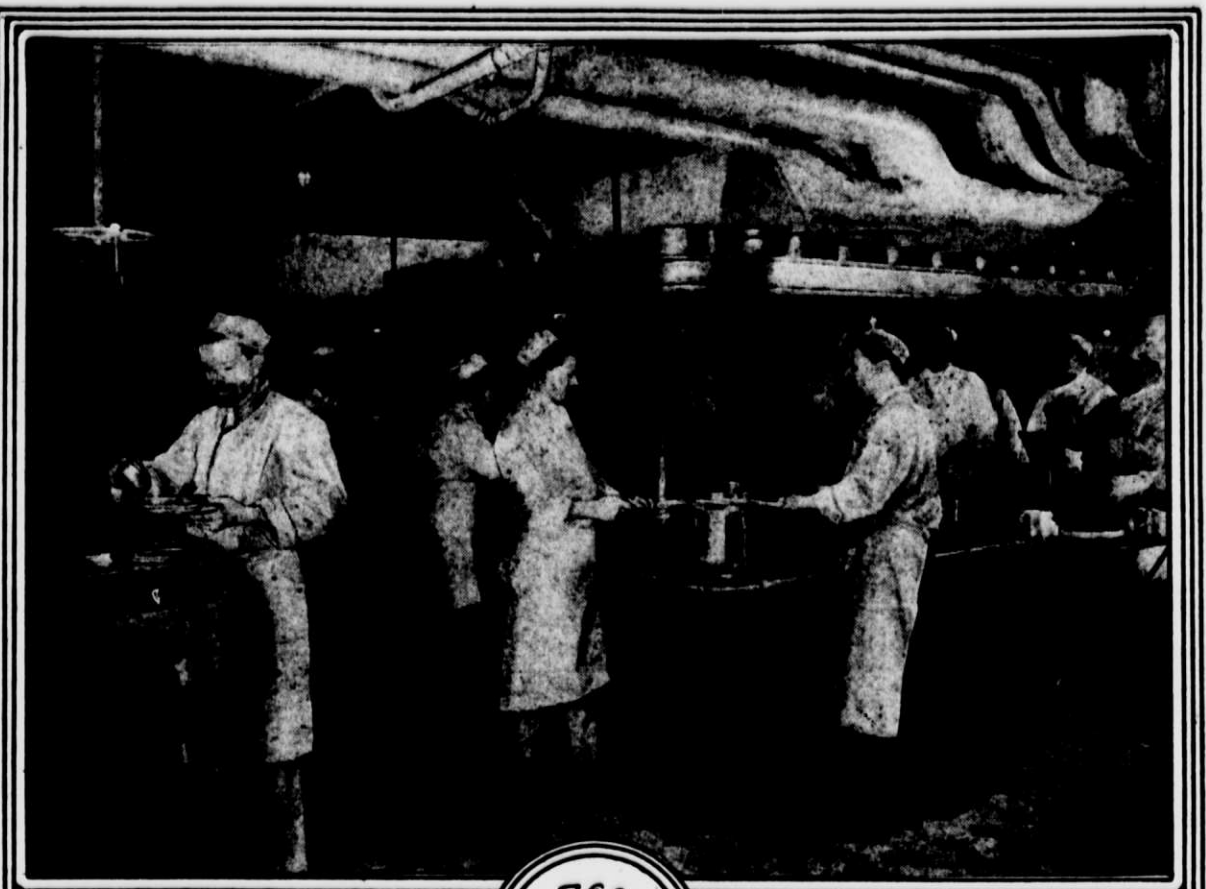
LAWS against opium? The retired special Treasury agent snorted as he repeated the question. "I should say there were laws against it. There's plenty of laws against murder too, but murders are an everyday happening around the big cities. It's the same way with the opium smugglers—they'll run it into the States as long as it's grown, laws or no laws."

After filling his pipe and sipping his toddy he leaned back in his chair and half closed his eyes.

"Up until the first part of 1909," he continued, "opium was let into this country after its importers paid the duty of \$5 a pound. It didn't make any difference whether it was prepared for smoking or not; and when I tell you that during the year 1908 there was nearly half a million pounds of crude opium passed through the custom houses and that more than 150,000 pounds of it was prepared for smoking

over this country by express in boxes labelled 'Peaches' and 'Selected Prunes.' The whole Canadian border has been a thorn in the side of the Secretary for years, not only along the shores of Puget Sound, but for the whole distance east to the Atlantic coast. Along the river a short distance above Niagara Falls are a gang of men, principally Americans, who are making fortunes by smuggling opium and Chinese coolies. In order to protect this territory properly our Government would have to have a line of men strung out at a distance of about fifty yards apart—and what's more, they'd have to be on the job day and night.

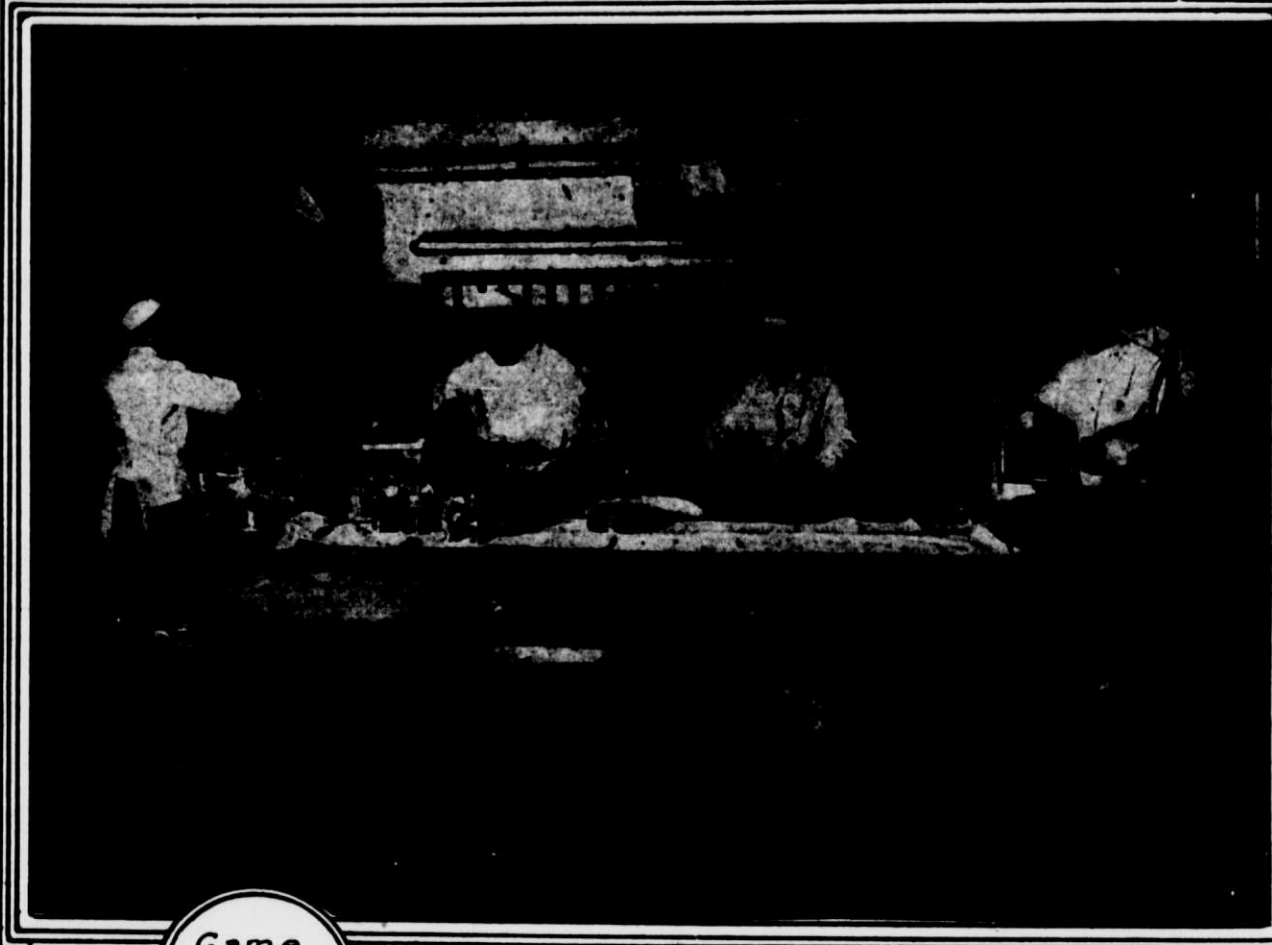
"Of course such a plan is impossible, and the smugglers take advantage of the condition of affairs by crossing over at almost any time of the night, either in rowboats or launches, and fetching over tons of opium and hundreds of coolies. The coolies are willing to put up a bonus of from \$150 to \$300 a head



The Kitchen Range



Pastry Cook's Work



Game Serving Table

you can imagine how the 'hop fiends' are getting their supplies now, for on the first of April, 1909, a new opium law went into effect prohibiting the importation of smoking opium into the United States.

"Everybody knows that there's been more than a million dollars' worth of opium smuggled into the country every year for the past ten years. It was worth while on account of the heavy duty, and many of the smugglers made fortunes at it. Now, with the new law in effect, they're simply coining money out of the coast and on the Canadian and Mexican borders.

"The favorite way for getting the stuff into San Francisco is worked as follows: Chinese capitalists furnish money to the stewards and petty officers of one of the steamship lines running out of San Francisco. They invest this money in first class 'Li Hyoon' No. 1' opium, ready cooked for smoking and packed in square tins holding about half a pound each. Of course they lay in this supply in one of the free Chinese ports and hide the stuff on the steamer, usually down in one of the coal bunkers.

"On the voyage back to the States, while they have plenty of time, they pack the tins in big wooden cases surrounded with enough cork dust and shavings so that they won't sink when thrown overboard. The confederates—usually white men from the waterfront—know when the steamer is due and put off in a power boat to meet her in the bay. The stuff is thrown overboard, picked up and planted in the city.

"The smugglers used to be so bold that they'd hoist the opium overboard when off Alcatraz Island while the San Francisco customs men were on board, but of recent years the revenue cutters have captured so many of them that they're more cautious now and the power boats have to go outside the Horn and meet the steamer well outside. Big money was made in former days and bigger money is made to-day.

"The waters of Puget Sound float a lot of neat craft which are in commission to smuggle opium and Chinese coolies. There's an opium ring at Seattle which has stood off the United States Government for years. Some of the members are so wealthy that they've bought real estate in big blocks.

"Up until a couple of years ago opium was admitted into Canada upon the payment of nominal duty. Crude opium was admitted to the Dominion free of any duty. Some wise Chinese merchants saw a chance to make heavy profits on account of the existing tariff conditions, so they shipped in together and erected an opium refinery at Victoria. They imported the raw stuff from India and China and fixed it up ready for smoking at their Canadian refinery.

"The trade called the product 'Victoria No. 2,' and although it didn't fetch such a high price as the Li Hyoon, it found a ready sale once it was brought over the border. That part of it was comparatively easy on account of the geographical peculiarities of Puget Sound.

"The smugglers had power boats of light draught built for them which could float in less than seven inches of water. Then they put four cycle gas engines into 'em which could send 'em over the Sound at better than twenty-five miles an hour. They'd load up at Victoria with the cases of hop and at daylight they'd slip over to the American side with all their lights out.

"What chance had a revenue cutter drawing six feet of water and able to steam about fourteen knots an hour against those people even with the aid of searchlights?

"Once landed the opium is shipped all

to be turned over to their friends on the American side, and since the law prohibiting the importation of opium went into effect each pound of it smuggled across means a ten dollar bill in the pocket of the smuggler.

"Some of 'em are caught—that's very true. Only last year Inspector Felt-stetter made an important seizure a short distance above the Falls—twelve Chinks and about three tons of cased opium. But what's the use? The smugglers often escape indictment, and even when a conviction is secured they rarely get more than a year in the penitentiary. Do you wonder that a man is willing to take a chance to make \$500 or \$1,000 between supper and breakfast when he knows that he has all the chance in the world to make a clean getaway with it and that if caught he's only likely to be sentenced to six months or a year?

"Special Agent McGregor, stationed on the United States side of the Canadian border just below Montreal, knows where he can lay his hand upon at least ten tons of smoking opium almost any day in the week. It's planted safely in Inspector street, Montreal, and, of course, is out of his jurisdiction.

"Mac knows very well that the stuff is coming over the line in his vicinity every day and night, but he is powerless. The regular customs officers who inspect the trains which come over never see any opium, and it's very doubtful if a pound of it crosses the line on a railroad train. The regular men are kept busy watching for fur clothing and sealskin garments at this time of the year, and the opium smugglers never try to turn a trick on them.

"The opium is loaded into a wagon and brought down to some French-Canadian who owns a farm near the line. The farmer stands in with the smugglers and usually plants the stuff in his barn until he has an opportunity of getting it over to the American side. In some cases his farm is situated on both sides of the line, and that makes it easy for him.

"He loads up a wagon with hay and places the cases of opium on the wagon bed under it. Then he drives into town and unloads the hay at a livery stable. The liveryman is in on the deal and the stuff is expressed to some blind address in New York city.

"The Chinese at the New York end know when the shipment is due to arrive and have a white expressman transfer the stuff down to Chinatown for them. They're a mighty wise bunch, and they change express companies and fake addresses so often that it's useless to try to trace shipments.

"I'll never forget a French-Canuck by the name of Lemaire. He was well known to us as a smuggler of opium and horses. He had a farm which was lapped over both sides of the line, being situated partly in Vermont and partly in Quebec. He never raised anything on the farm but a little hay, and his house was situated exactly astraddle the line in such a manner that one side of his living room was on United States territory and the other on Canadian.

"He was a slick article and smuggled both ways. He always had on hand a lot of French brandies, Scotch whiskeys and Holland gins, with which he kept saloons and blind tigers in the northern part of Vermont supplied.

"He also kept in stock barrels of kerosene oil, which is subject to a heavy duty when taken into Canada. The Canadian customs officers had just as little use for him as we did, and were



The Butcher's Room

raiding the place constantly without result. Lemaire would simply keep his doors barred until he rolled the barrels of kerosene across the room to the United States side and would then let 'em serve their search warrant.

"The Dominion officers had had the provincial surveyor verify the exact position of the boundary line and Lemaire had it indicated by a streak of paint along a crack in the floor that ran east and west. He'd just fold his arms and stand on one side of the room and laugh at them.

"It was the same way when we raided him. He'd move his stock of stuff across the room to the Canadian side before he'd let us in. Somebody proposed that he should find a half-witted Frenchman to act as my stool pigeon. It was his duty to keep a watch on the express shipments of opium out of the Chinese quarter and to wire me when he noticed any cases being forwarded to the Canadian town near Lemaire's farm. He wired me 'collect' within a week that three cases had been shipped to Lemaire.

"I got the collector at Richmond to assign a couple of inspectors to help me, and for three days and nights we kept tabs on the road leading from Lemaire's place to the American side. I had reason to believe that Lemaire would choose some dark night to run the stuff over to Richmond or Enosburg Falls,

where he'd turn it over to town confederates for expression, so I took the third night of my watch. I was lying on a blanket spread on some brush by the roadside about a quarter of a mile below Lemaire's place, trying hard to keep awake. It must have been about 2 o'clock in the morning when I heard o'clock in the morning when I heard the sound of wagon wheels up the road.

"I stood up, drew my gun and ordered the driver to stop. It was Lemaire all right, and he had his best pair of horses hitched to a buckboard. Behind the seat were lashed three cases with tightly nailed covers bearing Chinese marks. I flashed my lantern over the outfit and after feeling over Lemaire to assure myself that he had no weapon I ordered him to drive to the town lockup at Richmond.

"The collector congratulated me on my single handed capture and was dictating a letter to the United States District Attorney when he paused to have the cases opened so that he could weigh the opium. We ripped off the covers and after digging out some straw matting we pulled out some cases that appeared to me to be rather large for opium cans. All three of the cases held the same kind of cans, and after we had opened them and found that their contents was pure maple syrup I felt about as cheap as it is possible for a man to feel.

"The truth came out a few weeks afterward when the liveryman bragged that he had substituted the cans of maple syrup for the opium after I had gone to the hotel and that he had shipped the stuff to New York by the 6:30 train while I was asleep. We

couldn't prove anything against the liveryman, and the laugh was on me for fair.

"I told the boys to cheer up and continued with the good work, and on the last day of the test I was riding along the line ordering the men to move another hundred miles to the westward for another week, when the affair came off that earned me my promotion to a salary of \$8 a day.

"We couldn't find the last man at the meeting point, but after riding along his post for a distance of about three miles we came to a place where his sagebrush marks had been crossed by the trail of what was evidently a heavily loaded wagon.

"We followed on in full force, and after a hard ride of forty miles or so we caught up with our man and finally with the wagon. It was a nice outfit. It consisted of a new prairie schooner with four strapping mules hitched to it. Two Mexicans were on the seat and the canvas top of the wagon was drawn tight.

"We rode up on each side, and after drawing our guns called a halt. One of the Mexicans snarled that he had a sick wife and baby inside of the wagon and that he was on his way to town to see the doctor. One of our men who spoke Spanish fluently told the spokesman that he was a doctor and would like to see the sick woman.

"Well, in order to make a long story short, we found nearly eighteen hundredweight of No. 1 Li Hyoon in the wagon, together with two armed halfbreeds, who would have surely put up a stiff fight if there hadn't been nearly a dozen of us on hand.

"It was one of the biggest hauls ever made on the Mexican border."

prices and the highest qualities of smoking material.

Each line has its specialties of which you hear appreciative travellers talk long after they have come back to the prosaic diners that are eaten with appetites unsharpened by ocean air. The French boats have their devotees, and certainly for daintiness and a peculiar excellence in preparation of some of the national dishes they cannot be surpassed.

The North German Lloyd and the Hamburg-American, lines with their tendency toward the dishes and foods of their country, modified by an admixture of French culinary art, win high praise from those who travel by them. The English ships have their stalwart adherents among the ocean voyagers who delight in the little touches of London style in the cookery, menu and service.

The storerooms of an ocean liner look like the interior of a great grocery. The list of foods that are used on a trip is astonishing to those who do not comprehend the amount of provisions that must be supplied to feed the army of ship workers, as well as to cater to the varying tastes of the fastidious passengers who must be fed five or six times a day.

Only food of the very first quality is purchased. Living fish are now taken over so that they may be served fresh from the water each day, thus eliminating one of the fears of the very particular passengers who in old times would not partake of fish on shipboard.

Various innovations in the service also have taken place. The captain's table is abolished and the meals, instead of being served at certain regular hours, are to be had whenever desired by the passengers and are served at small tables seating from two to six.

The kitchens and cold storage rooms are marvels that delight those who know what the labor saving devices and sanitary cleaners and ventilators mean in the preparation of foods. In a first class ship, such as the George Washington, over six hundred passengers are catered to each day. The menus are elaborate and provide choice for the most diverse tastes. All the mixing, beating, chopping, stirring, paring, straining, etc., is done by machinery.

The ship grill or broiler is an important item, and near by is a mammoth range. A dish washing machine receives the china, which is all fine expensive ware; cleanses it with hot suds, rinses it with clear cold and returns it dry and shining.

The change in the menu of the ocean voyage is shown in the two bills of fare, the first dated June, 1888, on board the Trave:

Vegetable soup	Tomato soup
Veau Cliquet	Saddle of veal and truffles
Chateau Leoville	Raushaler Berg
Turbot	Mutton chops
Chateaux Margaux	Sherry or Port Wine
Fresh Lobster	Sauces and Stewed Fruit
Roast Venison	Cakes
Fruit	Cheese
	Coffee

The second menu was served on board the Kaiser Wilhelm II. this year:

Eggs a la Muscovite	Norwegian Anchovies
Petit pates a la Royale	Salted Almonds
Blaque Homard Cambridge	Potage de Volaille Regence
Consomme Julien	Monopier
Broiled striped Bass—Marscurry	Leg of Mutton a la Flamande
Grilled Pompano a la Georgienne	Calves Head en tortue
Chicken Saute a la Stanley	Roast Hubs of Beef
Snipes a la Croust	

DINNER.

The Prussian Government has erected at Stettin a building composed of imitation sandstone, granite and marble. The sandstone forms the greater part of the exterior. The framework is of brick.

All the blocks, window frames, sills, columns, roof, balcony and portal ornaments are of imitation stone, and they were so exactly cast and numbered that they were fitted together and set with little or no chiselling. The pressing or stamping of the marble pieces was done by hand. From three to four weeks were required for drying.

The cost is said not to have exceeded half that of natural stone, and the durability is believed to be as

OCEAN LINERS FEED WELL

Choicest Things in the World's Larder Carried on Big Transatlantic Ships

WHEN a world famous hotel assumed the management of the restaurants on the ships of one of the great ocean lines it set a new mark in culinary matters afloat. Yet even at that time the excellence of ocean fare was noted. Indeed it may be said that in some respects no great hotel can always equal the cuisine on a crack ocean liner for the reason that the ships are in constant touch with both sides of the Atlantic and have the first choice of many of the food products that are difficult to obtain.

Their representatives scour the earth for delicacies that will tempt the appetites of the gourmets, princes, potentates and kings of finance that are always represented on the passenger lists. In the matter of wines and cigars Russia has always been credited with getting the best of all other countries, but it is a question if the steamship lines of the world do not now corner the vintage

Spring Turkey, Cranberry Sauce
Brunswick Asparagus Hollandaise
Oyster Plant Savoy Cabbage demi glace
Potatoes—Lyonnaise, Parisienne, Villageoise
Boulet
Salad—Romaine, Celery, Bremen
Cherries
Souffle Pithiviers
Peaches a la Montreuil
Vanilla and Chocolate Ice Cream
Langues Javanaises
Sponge Cake
Cheese—Lloyd Edam
Fruit Dessert Coffee
Cold—Boile York Ham
Chaud froid of Duck Sevillane
Filet of Veal a la gelée
From grill—(ten minutes)
Tenderloin Steak a la Seymour
Chef Schulten of the Kaiser Wilhelm II recently prepared a dinner given on board to Mr. Taft, brother of the President, and Mrs. Taft and a party of friends. The menu consisted of:

Chicken Salad Russe
Soup President Grant
Filets of Salmon, Broiled, Colbert Sauce
Sweetbreads Bouquetiere
Orange Champagne Punch